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City Celebrates Completion of Southside Transportation Enhancement Project

(LANSING) – City and state officials gathered on the city’s south side this afternoon to celebrate the completion of a \$1.6 million transportation enhancement project along Moores River Drive/Mt. Hope Avenue between Pleasant Grove and Waverly Road.

The key elements of the project include a new non-motorized pathway for pedestrians and bicycles, a new embankment along the Grand River to control erosion, new pedestrian-level street lights, engineered wetlands to manage stormwater, and reconfiguration of the roadway to provide bike lanes and enhance traffic safety. The project was funded by a combination of federal, state and local funds.

“This is yet another feather in our cap as Lansing becomes an even more walking and biking-friendly community,” said Mayor Virg Bernero. “I’m grateful to our Public Service team for their creativity in designing and building these improvements and in leveraging the state and federal funds needed to make it happen. We are especially thankful to the Michigan Department of Transportation and the Michigan Natural Resources Trust Fund for their generous contributions to transforming this area into a model for integrating non-motorized transportation, traffic safety and environmental sustainability.”

Public Service Director Chad Gamble outlined the major elements of the project, beginning with the new non-motorized pathway that closes a significant gap in the city’s network and now connects Frances Park to just north of Jolly Road with a continuous, 2.5 mile pathway for pedestrians and bicycles. The redesign of the boulevard section of Moore River Drive/Mt. Hope Avenue also included the addition of bike lanes and the reconfiguration of traffic flow to enhance safety.

Gamble noted that the project also included replacement of a failing sea wall along the Grand River with a new, engineered embankment that controls erosion, deflects wave energy from boats and improves aquatic life along the shoreline. Adding to the environmental benefits of the project, a series of engineered wetlands were installed to manage the flow of stormwater into the river. The wetlands are designed to retain stormwater and naturally filter sediment and contaminants before it enters the Grand River.

Project construction funding included \$1.24 million in federal Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) funds, \$200,000 from the Michigan Natural Resources Trust Fund (MNRTF), and \$160,000 in local matching funds. Project design was also facilitated by an additional \$100,000 from the MNRTF.

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